

The American Observer

A free, virtuous, and enlightened people must know well the great principles and causes on which their happiness depends. -- James Monroe

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U. S. Tightens Grip On North Atlantic

Occupation of Iceland Extends American Sphere Deep into German Combat Zone

ATLANTIC "BRIDGE" SEEN

Rumors of "Shooting War" and Bases in North Ireland Stir Debate in Congress

Although the German army, in storming the Stalin Line, had embarked upon the second phase of what may turn out to be the greatest mechanized battle in history, last week, the German press and public showed no small concern over activities in an entirely different quarter. While the Battle of Russia raged in the east, squadrons of the R.A.F. bomber command were droning over western and central Germany and pounding industrial sectors with such intensity that the Germans admitted by implication that they were at last fighting a "two-front war," and began in earnest to evacuate civilians from the western regions.

From the west also came news that American forces had landed in Iceland, in the midst of the German combat zone, and to all appearances had come to stay. This brought a blast of anger from the German press which (as observers had anticipated) accused the United States of "stabbing Europe in the back" while that continent was engaged in a great "crusade" against Bolshevism. This line of attack did not seem to alleviate the general uneasiness in Germany, nor did rumors that American technicians were at work on new naval and air bases in Northern Ireland.

Distant Outpost

In this country there has been a certain amount of confusion as to what American naval craft have been doing on the North Atlantic (though Secretary Knox has denied flatly that any of them have opened fire on German craft), and it is still not clear what some 400 American technicians are doing in Northern Ireland. But there is no doubt about the fact that American troops have taken over Iceland, and that this rain-swept island has become our most distant outpost in the Atlantic region.

In last week's issue of THE AMERICAN OBSERVER we sketched briefly some of the factors underlying our move toward Iceland. For some years the strategic value of this northern island has been recognized by the big powers. Long before the war began German scientific expeditions had been probing its deep fiords (as well as those of nearby Greenland), taking frequent soundings, photographs, and making detailed charts. To them, Iceland would have made an ideal submarine base as well as a base from which bombers could operate against the North Atlantic sea lanes.

The Germans managed to take Denmark, the mother country of both Iceland and Greenland, in a single April day, in 1940. But the British fleet made a grab for the northern islands impossible. Iceland went quickly to the British, who landed some 20,000 or more troops there and mounted heavy guns in the hills, and it has been used as an assembly point for some American planes which are put together in Reykjavik, and flown southeastward to Scotland. Greenland, in the meantime, had fallen quietly to Canada. Whether to make these islands American, and not

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AMERICAN TRUCKING ASSOCIATION
THE TRUCK PLAYS A VITAL PART IN THE BATTLE OF TRANSPORTATION

Hard Days Ahead

(From a speech by Leon Henderson, Price Control Administrator, at Atlantic City, New Jersey, July 14, 1941.)

It has been only in the last few weeks that I have felt the country was beginning to understand what this [defense program] means to our lives, our businesses, our precious rights.

Let me put it this way: every person within the sound of my voice will be touched, and many will be touched harshly, by the defense program.

The first year of this program to protect democracy here and abroad brought little change in our ways of life. Those months were largely ones of preparation, of "tooling up" for the production jobs ahead. Those were the honeymoon months—the golden months—people were going back to work, pay envelopes were fattening, you [businessmen] were getting orders you had dreamed about in the past 10 years of business drought.

It becomes my disagreeable duty to tell you that the party is over. Not that you didn't sense it before, but it needs to be brought home to housewives and businessmen so that, in true American fashion, we can stir our stumps and get busy handling the situation.

Next week, at my offices in Washington, my staff will sit down with the makers of oil burners, automobiles, metal furniture, and household appliances, to explore the future. I wish I could tell you that we had an easy solution, that everything is going to be all right. I can't promise you any such hope. All I can tell you is that only by sweating blood and tears can the dislocations be held to the minimum.

No exactly similar paradox ever confronted American business. Customers, ready, eager, and able to buy, will be crowding the market places and stores, but manufacturers will be unable to get enough raw materials to satisfy demands. All of us will get tired and sick of hearing that unfamiliar word "shortage."

It is a dark picture I paint. It is a picture of factories made idle by the lack of raw materials to turn out civilian goods, of men made idle by lack of materials to work with, of single-industry towns blighted by spurious prosperity based on production of goods which we can't wear, or eat, or live in.

Don't think for a moment that I personally, or, I believe, the people of our country generally, would have it otherwise if this is the price we must pay. We have set our hand to the plow, and we will turn the furrows. But the sooner we realize what the task will mean to us, the sooner will we be able to adjust ourselves to the inevitable hardships which lie ahead.

Motor Trucks' Role In Defense Program

Army and Industry Depend on Them to Help Transport Men and Materials

STATE BARRIERS A PROBLEM

Interference with Highway Traffic Is Factor in Slowing Down Pace of National Defense

In 1914, at the beginning of the World War, American motor transport was literally stuck in the mud. Because roads were poor, the railroad was the only dependable means of sending goods from one part of the country to another. When we entered the war, most of the troops and supplies that were sent to Europe had to be transported by rail to eastern ports where they were loaded on ships. And the United States Army relied almost entirely upon the nation's railways for the movement of men and materials within our borders.

Today, about 27 years later, we find an entirely different situation. Both in time of peace and war the motor truck is playing a very vital role in transportation. While it is true that the railroads still carry almost two-thirds of the country's freight, trucks are doing more and more of this business. What is more, they have become, in certain respects, as important to the United States Army as railroads are.

The main reasons for this change are the great expansion of highways and the improvements made in motor transportation. Since 1914 the hard-surfaced roads of the United States have grown from 257,000 miles to 1,122,000 miles. The number of motor trucks has increased from 326,000 in 1917 to more than 4,650,000 in 1940. Into every village, town, and city of America the trucks haul goods and products of every description. In many parts of the country, where railways are few, trucks do almost all the transportation business.

Use of Trucks

Practically every person is served by the motor truck in some way. The farmer depends upon the truck to carry his produce and dairy products to market. Sixty-three thousand trucks are used to transport milk and dairy products alone, while 24 large American cities receive their entire milk supply by motor carriers. A fleet, equally as large, distributes flour and grain, meat and fish, vegetables and fruit, and goods to supply retail food stores. From baked goods to coal and from ice to steel, the motor truck enters into the manufacture and distribution of every common product.

Furthermore, next to airplanes, motor-driven vehicles are the most important machines in modern warfare. The Army scout car, which has almost replaced the cavalry, is a specialized kind of truck. Scout cars, traveling 50 miles an hour over rough territory, precede the regular combat units and inform them of what lies ahead.

A Cleveland manufacturer is now working on an order for 9,747 of these little high-speed vehicles. To obtain the parts and materials for scout cars, the manufacturer relies upon factories in 219 communities scattered throughout 26 states. These parts and supplies must arrive at the plant's unloading platforms on a regular schedule if assembly lines are to be kept running smoothly. The efficiency of this supply and production system depends largely upon commercial trucks.

By this fall much of the Army will be motorized. General Joseph E. Barzyski,

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COURTESY PUBLIC ROADS ADMINISTRATION
1916—MUD AT THE STATE LINE
When the United States entered the World War the nation had no far-flung system of paved highways.

Historical Backgrounds

By David S. Muzzey and Paul D. Miller

The Growth of the American Highway

NATIONAL defense is putting the nation's roads and highways to a severe testing. So far the strain of carrying both normal traffic and the heavy flow of military and industrial transportation has not clogged the highway system. Not many years ago, however, it would have been a different story, for although road building in America dates back to colonial days, most of the progress has been made since well after the World War.



DAVID S. MUZZEY

A look backward to the very beginning recalls that the early colonists on this continent found themselves facing a wilderness of trees. Prudently they built their settlements along the seacoast, or on the banks of rivers, and few of them ventured to explore very far into the interior. As additional settlers arrived, and as the colonists became more familiar with the territory of their New World, roads and trails began to appear in the woods and clearings. Bit by bit the land along the seaboard became inhabited, and as towns grew they became linked by a crude system of trails and roadways. From time to time fresh paths were cut deeper into the country to prepare the way for new settlements.

Without these roads the nation could never have been settled. The early colonists followed the easy path of rivers as much as they could, but they had to cut trails through the woods, and later on over the plains, in order to inhabit and develop the land. With axe and plow and wagon they opened up the continent.

Famous Roads

Among the famous early roads were the Boston Post Road, running south out of Boston to New York, over which the first mails were carried; the Wilderness Road, which Daniel Boone cut across the Alleghenies to establish a pioneer frontier settlement; the Philadelphia-Lancaster Pike, the first extensive stone-surfaced road in the nation; the Santa Fé Trail, the first of the overland roads to the West. El Camino Real in the Southwest, the National Trail, the Oregon Trail, the National Pike—these and other early roadways helped to bind the young nation together.

As roads, these early communication links offered few comforts to the traveler. Many of them were hardly more than rough trails which people followed as best they could. Such roads as did exist were clouded with dust in summer and were often impassable in the winter.

Road building did not progress very far during the first hundred years of the nation's history. Water transportation along the coasts and rivers, and along such marvels of the age as the Erie Canal, continued to be of first importance. And then came the railroads, offering swifter and easier transportation than was possible by other modes of travel. Towns and cities grew, but road connections between them remained poor for the most part.

Around the beginning of the present century, however, all this was changed by the successful manufacture and the increasing popularity of the automobile. The "horseless carriage," with its promise of fast transportation in any direction, caused the states to turn their attention to the construction of good roads.

By 1915

But by 1915 there was still no good road reaching across the continent. The Lincoln Highway started out promisingly enough in the East, but it grew worse and worse as it pushed on toward the West. The official guide to the highway warned motorists that the drive was "still something of a sporting proposition."

Notwithstanding difficulties of travel, 15,000 motorists drove west to visit the San Francisco World's Fair of 1915. Their pioneering spirit, and enthusiasm for motorizing, did much to turn attention to the need for surfaced roads. The next year, 1916, the federal government adopted the principle (after putting a tax on gasoline) of aiding the states to build highways. Construction really got under way on a large scale during the 1920's when the automobile came into its own. States launched large highway-building programs and the nation became covered with a wide network of hard-surfaced roads.

Today, there are many excellent broad highways, soundly built to carry a large volume of traffic. Outstanding is the new Pennsylvania Turnpike, which cuts a straight path through the mountains of Pennsylvania after the fashion of the best model superhighway. Around such large cities as New York, Chicago, New Orleans, Los Angeles, San Francisco—to name only a few—and around many smaller ones, we have excellent feeder systems which permit traffic to move quickly in and out of heavily populated centers. Across the countryside, north, south, east, and west, we have mile upon mile of good hard roads.

The building of superhighways has been suspended for the present, and only repairs and new road construction which can immediately serve national defense are being undertaken. Even so, over \$200,000,000 will probably be spent on this program, thus strengthening and improving the nation's system of roads.

Author Gives Revealing Picture Of Our Latin American Neighbors

SUCH a welter of books about Latin America has mushroomed from the press in recent months that each new one causes hardly a ripple of interest. That there is still room for entertaining and profitable discussion of the subject, however, is indicated by Philip Leonard Green in his recent book, *Our Latin American Neighbors* (New York: Hastings House, \$2).

In the first place, the book is highly readable. Its language is clear; its style is simple and concise. Further than that, it does yeoman service for the busy student or lay reader by compressing a tremendous amount of valuable material in its short 173 pages.

Moreover, it makes no attempt to duplicate the commonplace facts about geography, climate, and commerce of each individual country which can be found so easily elsewhere. Rather, it weaves together a pattern of the forces and influences which have made Latin America what it is. To this it adds an analysis of the basic problems which face Latin America and a discussion of the major contributions it has to offer the rest of the world.

Racial Backgrounds

Of particular value to the individual who seeks to understand the Latin American mind is the chapter on "How Latin Americans Think." Here is emphasized the important fact that the racial backgrounds, physical environment, and historic development of this area have produced a quite different civilization from ours. "Hence, a trait which might merit censure in the light of our own experiences need not necessarily be considered in the same light when it occurs among other peoples of America. Let us keep in mind that many of our customs and institutions would be considered utterly foolish in Latin America, just as we would think some of theirs out of place in our own country."

A multitude of interesting traits is discussed in this section. For example, "... the Latin American will punctuate and accompany the spoken word by diverse motions of the face and body. Many of these have a recognized meaning. Tapping the left elbow with the right hand, for instance, indicates that the individual being spoken of at the time is inclined to be overeconomical. Pointing the forefinger to an eyebrow and partly closing the eye is a graphic way of saying 'foxy.'"

Or, the attitude toward friends is of interest. "Friendships, once matured, are considered almost as sacred as matrimony. Latin Americans will leave no stone unturned to help a friend. Many otherwise unreasonable acts are explained in Latin America by the simple statement, 'He is a friend.'"

Much attention is given in this book to the accomplishments—social, economic, and cultural—which have been made by these countries. Besides discussing many of the outstanding painters, musicians, and

writers, it mentions a variety of startling facts. Few people realize that the University of St. Thomas Aquinas at Santo Domingo opened its doors more than a hundred years before our own Harvard College was founded in 1636, or that Latin America freed its slaves half a century before our Emancipation Proclamation.

Social Legislation

The student may also be surprised to learn of the advanced progress in the field of social legislation which has been made by some of these supposedly backward republics. For example, Uruguay had adopted the eight-hour day four years before it became law in the United States and has had since 1919 an old-age pension law which is "one of the most advanced pieces of legislation of its kind in the world. Almost every republic of Latin America adopted laws covering industrial accidents, diseases, and hygiene between the years 1916 and 1925. Chile and Colombia have detailed hygienic codes covering workers in mines, factories, and offices."

So much attention has been focused in this country upon our own Monroe Doctrine that the reader may be surprised to learn that Argentina has also fostered two doctrines of international relations—the Calvo Doctrine and the Drago Doctrine. Both of these doctrines concern debts owed by one country to another, and assert that no government has the right to use armed force against another government in order to collect debts owed to it or its citizens.



PAN AMERICAN UNION
POTOSI, BOLIVIA

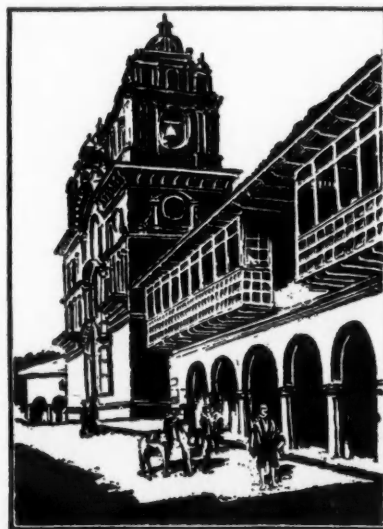
By no means the least interesting part of this volume is the discussion of seven different theories regarding the mysterious source of the original inhabitants of the Western Hemisphere. One of these presumes that man originated on the now lost continent Atlantis, which is believed to have disappeared about 12,000 years ago. Many primitive Indian customs and legends all over the Americas have curious and puzzling parallels in widely scattered parts of the world, such as Egypt, China, and Japan. These, of course, lead to a great deal of speculation as to possible connections many centuries ago.

This discussion, coupled with a description of many of the primitive practices of the aboriginal American tribes, makes a fascinating introduction to a book which is well worth reading.

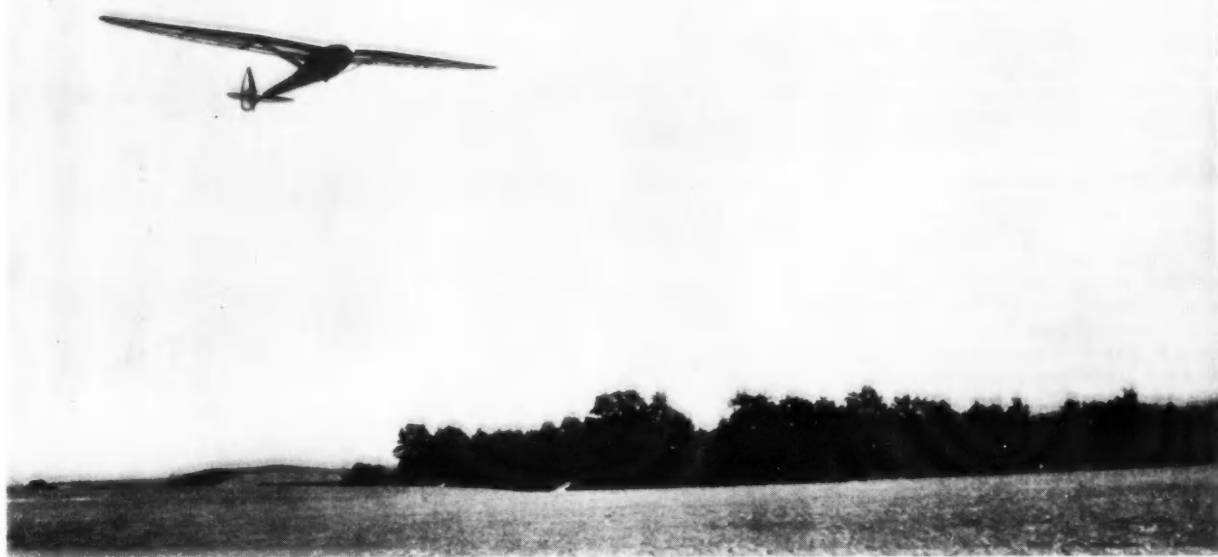
Radio Subscribers

Radio listeners in New York City are to get a taste of broadcasts without advertising—if they pay for it. The Federal Communications Commission has paved the way for a company there to experiment with a broadcasting service for which listeners will foot the bill.

Music, news, and other standard features will be aired, and on the same frequency a "pig squeal" will be broadcast. This noise will prevent nonpaying listeners from tuning in, while those who subscribe will be issued special equipment for their sets which will filter out the disturbance. Whether the experiment is successful depends entirely on the response of listeners. For the company intends to proceed with the plan only if there is profitable business forthcoming. Otherwise it will conclude that the listening public prefers to let advertisers foot the bill, as they do today, for radio broadcasting.



PAN AMERICAN UNION
A PLAZA IN CUZCO, PERU



CIVIL AERONAUTICS BOARD PHOTOS

Now the Glider Comes of Age

EARLY in July the twelfth annual national soaring contest filled the sky over Elmira, New York, with the usual trim gliders and sailplanes, and this year the groups of spectators on the ground watched them with new interest and respect. Just seven weeks before, craft like these had descended on the island of Crete and discharged their cargoes of German soldiers. A toy of sportsmen had become a weapon of the blitzkrieg.

As a troop-carrier, the motorless plane is another illustration of the familiar principle that a self-propelling vehicle can pull more than it can carry. A transport plane which can carry only 20 men can tow three, four, or five gliders containing 10 men each.

The advantages of the glider over the parachute are obvious. First, the glider is more difficult for an enemy to see. A glider carrying 10 men can sail quietly in to a quick landing undetected, where 10 men slowly descending under enormous parachutes would be discovered at once. The glider is safer, too, for the towing plane can release it at 20,000 feet when it is as much as 60 miles from the spot on which the troops are to be landed. The slow landing speed of the glider makes it possible to come down almost anywhere, and even if the ship is smashed in woods or on rough ground the passengers are not likely to be hurt. Finally, the infantrymen carried by glider do not need the long and rigorous training of the parachutist. Only the glider pilot needs special training.

Older Than Flying

Gliding is, of course, much older than flying. As early as 1891 a gliding record of 1,300 feet was established. But after the development of powered flight there seemed to be little point in trying to glide, and men were no longer interested in it. The Treaty of Versailles can be credited with bringing gliding back to life. The

treaty forbade Germany to have fighting planes, and a group of her veteran war pilots, missing the air adventure which had come to mean so much to them, began to experiment with gliders on the lonely mountain of Wasserkuppe. At first they simply glided their light, motorless craft the short distance down into the valley. After a while they noticed that the wind which blew against the side of the mountain was turned upward with enough force to support a glider as long as the ship sailed about within the updraft. This soaring enabled a motorless plane to stay aloft a great deal longer than mere gliding did. When the art of soaring spread, its devotees made a point of taking off from cliffs or ridges where they could find a good updraft.

Then a second important discovery was made. Pilots learned that over a patch of sunbeaten ground one can often encounter a column of warm air rising to a great height and moving slowly along in the direction of the prevailing winds. By spiraling around within this column of rising air after the manner of soaring birds, a ship can get to a considerable height. It was this discovery which made it possible for motorless planes to do real flying. The pilot gets into a thermal, as the column of warm air is called, spirals to a height, glides downward until he finds another thermal, and then repeats the process. In 1920, before the discovery of soaring, the world's record for motorless flight was one mile. Today it is 465 miles.

The sport spread rapidly from the Wasserkuppe, and glider clubs were formed in almost every country in Europe, and in Japan, South Africa, and North and South America. The simplicity and safety of the sport added to its popularity. The flier sits in a little glider behind controls like those of a light airplane. A car tows him until he gets up into the air. When he is high enough, he releases the tow rope and

starts to glide down. As he becomes more proficient, he increases the altitude at which he releases the rope and tries his hand at extended soaring. He is in little danger, whatever he does, for the light ship comes down at so low a speed that there is little chance of his being hurt in even the clumsiest landing.

It was in the country of its second birth that young men took up gliding with most enthusiasm, and when Hitler was ready to scrap the Treaty of Versailles and build up a powerful air force he had a group of skilled fliers who had never piloted an airplane to serve as a nucleus for his corps of flying cadets. The glider men proved excellent material. They were air-minded; they had the feel of flying; and they had a basic knowledge of flight that saved weeks in training and enabled them to develop a more precise, more efficient technique than is usually acquired by men who are trained only as power pilots. The high regard Germany has for motorless flying is shown by the effort she has expended on it. She has some 50 glider factories, it is reported, thousands of multipassenger gliders, scores of good pilot schools, and several hundred thousand skilled soaring pilots.

In the U. S.

Contrast with this impressive showing the status of motorless flying in the United States, where soaring is still only the pastime of a few hundred individuals. We have three factories which produce gliders certified by the Civil Aeronautics Authority. We do not have a single glider that will carry more than two people. We have only a few schools—none which is equipped for mass training. There are not a thousand Americans who can handle a motorless plane.

Soaring enthusiasts in our Army and Navy air forces think that we should take a leaf from Germany's book in building up our war-pilot strength. They say that government encouragement of glider clubs all over the country would give us a tremendous reservoir of partly trained pilots, the cream of which could constantly be drawn off for instruction at the flying schools of the Army and the Navy. It would be an advantage to give men their basic training outside the flying schools, so that these centers could be used for the work they alone can do.

Money would certainly be saved, for instruction by glider is much cheaper than instruction by training plane. Subsidizing the glider clubs would not be expensive, we are told. It now costs about \$225 to train at a soaring school an instructor capable of handling a group of 15 or 20 student fliers. One glider, costing from \$800 to \$1,000 is sufficient for the group. An old car for low-altitude towing costs about \$100 and the winch that winds up the tow cable used in high-altitude take-offs would not come to more than \$250.

Operating costs average about \$75 a year. These figures represent the expenses of a privately run glider club. The government could reduce them considerably, especially through the mass production of gliders.

There is evidence, however, that the enthusiasm of the officers who are interested in soaring is not shared to any great extent by many in high places. Major General Henry H. Arnold, chief of the Army air forces, says, "We have not as yet found gliders of material advantage in connection with primary training." But he does not wish it to appear that he fails to realize the possibilities of the glider. To him, the glider is of greatest importance as a means of conveying troops, and he has ordered several experimental models, one of them large enough to carry 15 soldiers. In many military missions, General Arnold said at the conclusion of this year's national soaring contest, gliders might spell the difference between success and failure.

If the glider can be used for transportation in war, why can it not be used to carry the cargoes of peace? Colonel Edward S. Evans of Detroit, one of this country's pioneer soaring pilots, believes that it can be. "I can vision the day when great glider freight trains will cross the country at speeds of 100 to 200 miles an hour," he said several days ago. "It will be the fastest, cheapest, and most satisfactory freight transportation the world has ever known."

♦ SMILES ♦

Granny was knitting in the front room when in rushed her granddaughter screaming, "Daddy's just fallen off the roof!" "I know, dear," replied Granny, still knitting. "I saw him pass the window."—AJAX

"You mean to say you were not at your own daughter's wedding? Where were you?" "I was looking for a job for the groom."—CHAPARRAL

Tourist: "This seems to be a very dangerous precipice. It's a wonder they don't put up a warning sign."

Native: "Yes, it is dangerous, and they had a warning sign up for two years. But no one fell over, so it was taken down."—JIVE

Son: "Pop, what's a counterirritant?" Pop: "Well, I'd say it's a person who shops around all day and doesn't buy a thing."—CAPPER'S WEEKLY



"Last year it was beetles." HUFFINE IN SATURDAY EVENING POST

Earth flew in all directions as the crimson-faced, would-be golfer attempted to strike the ball.

"My word," he blurted to his caddie, "the worms will think there's an earthquake." "I don't know," replied the caddie. "The worms around here are crafty. I'll bet most of them are hiding under the ball for safety."—TIM-BITS

Sergeant: "What is the first thing you do when cleaning a rifle?"

Private: "Look at the number."

Sergeant: "And what has that got to do with it?"

Private: "To make sure that I'm cleaning my own gun."—THE BOTANIST

"Hasn't your daughter been wearing a rather strange expression lately?" "Yes, I believe she's trying hard to look like her latest photograph."—SELECTED



A GLIDING ENTHUSIAST WITH HIS GLIDER

The Week at Home

For the Duration

Last Thursday the second draft lottery was held for the purpose of determining the order in which the 750,000 newly registered male citizens would be called for training under the Selective Service Act. At the same time Congressional committees were conducting hearings on measures which would keep on active duty all draftees, national guardsmen, reserve officers, and regularly enlisted men now under arms.

General George C. Marshall, ranking general of the Army, had asked Congress to remove the one-year limitation on the service of civilian soldiers and the restriction which forbade their being sent outside the Western Hemisphere except when they were to be stationed in overseas possessions of the United States. But the leaders of both houses warned President Roosevelt that an attempt to remove the Western Hemisphere restriction would meet with determined resistance. The President agreed, therefore, to postpone such an attempt

to the drafted men and would hand the President a huge Army over which Congress would exercise little control. Their opposition forecasts a stiff fight over the bill.

Strikes

Strikes during the first six months of this year caused the loss of 2,458,150 man-days of labor on Army contracts alone. Not included in this figure were the 1,000,000 man-days lost during the Ford strike because it was impossible for the War Department to determine how much of the time belonged to defense production. Certain other strikes, such as the coal shutdown with its resultant loss of 6,000,000 man-days during April, were not figured in because no War Department orders or contracts were directly involved.

On 187 different fronts, however, the stoppages affected production of military supplies or the building of Army camps and new defense plants. A total of 213,900 workers were involved in the disputes.

The strikes came in waves, with the first peak occurring in March, when the 75-day Allis-Chalmers strike was in progress. There alone 421,000 man-days were lost. Another high point was in May, caused partly by a few "wildcat" strikes in General Motors plants. June saw the last of the peak periods, with the stoppage of work in the North American Aviation plant at Inglewood, California.

July has been a reasonably calm month, and only 11,000 workers were participating in 21 strikes at the end of the second week. The gradual subsiding of disputes has led to the belief that the National Defense Mediation Board and other government agencies are gaining ground in their peacemaking efforts.

Daylight Saving

Clocks in many sections of the United States will be ordered an hour ahead if Congress grants President Roosevelt's request for the authority to establish daylight-saving time. The President asked for the power because of the electricity which would be saved—electricity needed to run the machines of defense industries—by making better use of the daylight hours.

If the authority is given, the President could order the entire United States, or specific regions, to adopt daylight saving, and could designate the period during which the advanced time was to apply.

In support of daylight saving, it is pointed out that it is healthier for people to utilize the sun as much as possible. Moreover, after working hours there is more daylight in which to enjoy recreation before bedtime. On the other hand, there is opposition to daylight saving especially among farmers, whose work starts at dawn and before anyhow. With clocks an hour ahead, they would be forced to start work during the night to meet their various marketing schedules, which would be operated on daylight saving.

The deciding argument, however, appears to be that an estimated 736,282,000 kilowatt-hours of electricity would be saved by a year-round daylight-saving plan.

Army Recreation

No matter how good the food in the company mess and the shows at the post movie theater, the first thing a soldier wants to do when the week end rolls around is to get away from camp. The problem is where to go, for the large cantonments are often far away from towns and the funds of a man who earns \$30 a month are necessarily very limited. General George C. Marshall, head of the Army, believes he has found an answer in the recreation camp.

Week-ending soldiers are permitted to go to a recreation camp in groups of 100, a commissioned officer or a sergeant in charge of each group. Sometimes trucks are provided, and sometimes the men buy



EMPLOYEES CROWD THE SCENE

Week by week the War and Navy Departments, together with other departments of the government, grow in size. The national capital wrestles with the problems of an overcrowded city.

their own rail tickets at the special rate of 1¼ cents a mile. In camp they are lodged free in tents and have the use of large tents fitted up as lounges. Everything is as unmilitary as it can well be. No reveille shatters the peace of early morning, and breakfast is served as late as nine.

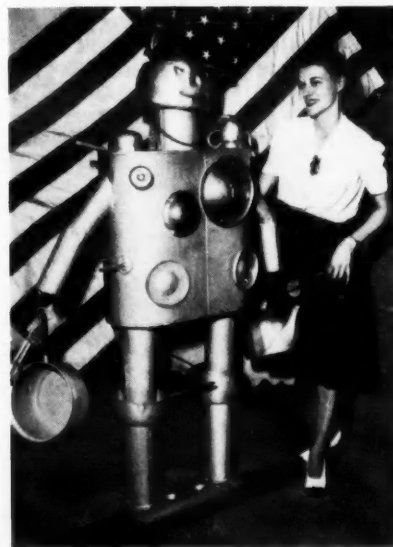
Civilian cooperation provides a variety of entertainment for the men, and all the possibilities are listed in the little mimeographed booklet each soldier is given when he arrives. Bathing, fishing, and sight-seeing are often to be had at nominal prices, and there is an increasing tendency to admit soldiers free to tennis courts, golf courses, and amusement parks.

General Marshall's experiment is only a few months old, and though it seems to be a great success there are not nearly enough camps. The seven recreation camps now open will take care of only 4,000 men all together. By fall there will probably be enough new camps to raise the total to 20,000 men.

America's Aliens

Nearly 1,000,000 aliens—of the 5,000,000 or more living in the United States—are soon to receive instruction in the duties and responsibilities of American citizenship. Their teachers will be 11,000 men and women, mostly from WPA rolls.

The program, which will cost \$14,000,000, was approved recently by President Roosevelt, and will be supervised jointly by the WPA and by the Immigration and Naturalization Service in the Department of Justice.



GENERAL "AL UMINUM"

Neither robot nor Man from Mars is this broad-shouldered defense warrior. "The General" was constructed out of pots and pans by the American Legion to publicize the scrap aluminum collection drive in Cleveland.

It was undertaken because last year's registration of aliens above the age of 14 revealed that two-thirds of the 5,000,000 who responded had taken no steps toward becoming citizens. In many communities, moreover, those who had applied for naturalization papers had only a minimum of assistance in preparing themselves for the successive steps.

The newly organized program will correct many of these difficulties, and in addition will give more aliens an incentive to work for naturalization.

General McNair

If the United States should put a war army into the field either this year or next, who would be its General Pershing? Quite possibly Lieutenant General Lesley J. McNair, who now holds the important post of chief of staff of the General Headquarters.

Modest and retiring, General McNair is almost unknown to his countrymen. He is one of those soldiers who lose themselves completely in their work. His world is a world of training, a army organization, and strategy, and he never gets away from it. For the past 12 months he has spent about 16 hours a day on the job. He has given up golf and cut down on horseback riding, and such time as he has for reading he devotes to books on military science and tactics.

It is this zeal, combined, of course, with intelligence and natural ability, that brought General McNair his rapid promotion. Less than three years after he was commissioned as a second lieutenant of field artillery, he was raised to the rank of captain—an almost unheard-of thing in our small peacetime Army. In 1913 he went to Europe to observe French artillery practice. He did staff work in connection with the occupation of Vera Cruz, Mexico, and the 1916 hunt for the bandit leader, Francisco Villa. In Mexico he attracted the attention of General Pershing, and when Pershing went to France in June 1917, he took McNair with him. The young officer soon distinguished himself by his staff work, and at the age of 35 he was given a temporary appointment as brigadier general.

Now a lieutenant general and the head of the Army's General Headquarters, he spends much of his time speeding here and there by plane to watch the progress of our expanding military forces. In between trips he manages to find a few hours in which he can work on changes in organization, equipment, and tactics.



"FIRST TOO MUCH, NOW TOO LITTLE"
HERBLOCK IN LYNCHBURG (VA.) NEWS

and to ask—at this time—only for the removal of the one-year limitation.

The vital thing now, as the administration sees it, is to keep the Army from sending home at the end of their first year the large majority of its partially trained men. There are several reasons for this view. In these days of mechanized warfare, it takes longer to train a soldier than it ever did before. Also, the garrisoning of such far-off places as the Philippines, Hawaii, Alaska, and Iceland makes it necessary to consume a great deal of time in travel, and it would be awkward to have to start at once to bring some soldiers back and send others out. Most important of all, the threat of war is so great that it might be very dangerous to demobilize trained men and fill up the ranks with raw recruits.

But many members of Congress take the position that the change would be unfair

The American Observer

A Weekly Review of Social Thought and Action

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The Week Abroad

Allies Again

Ever since 1917, when the Russian Bolsheviks repudiated the alliance which bound England and Russia into a common front with France against Germany, the British people have nursed a deep distrust of the Soviets. It was a distrust which had existed in a milder degree toward all Russian governments, and which occasionally melted in the face of threats from other quarters. Between 1936 and 1939, the growing belligerence of Hitler was drawing London and Moscow closer together, but when the Soviets signed articles with Hitler, in 1939, British anti-Russian feeling soared.

Accordingly, the British government has been a trifle embarrassed by the new "association" between Russia and Great Brit-

litical prisoners and marking the official opening of the French Revolution. It has been traditional since then to celebrate Bastille Day as the French Fourth of July—a day of liberation, to be celebrated with parades, music, dancing in the streets, and a great deal of merrymaking.

Last week, Bastille Day came and went with no trace whatever of its usual gaiety. In Paris, silent crowds filed past the monument marking the site of the old fortress. Flags were displayed as though by force of habit. In Vichy, Pétain, Darlan, and General Hunzinger laid wreaths to commemorate the dead soldiers of France. Nowhere in France were there any parades, music, merrymaking, or dancing.

On the whole, France had little to celebrate last Monday, Bastille Day, 1941, was not as depressing an occasion as in 1940, when all France was still stunned from the shock of defeat, but France and Germany were still officially at war while peace negotiations dragged on interminably in the little German town of Wiesbaden. Saddest of all, to Vichy, was the necessity of announcing on Bastille Day that the French army in Syria had been defeated and an armistice signed.

Port of Halifax

Back in the year 1749 the British government dispatched the Honorable Edward Cornwallis across the Atlantic to settle Halifax, which the Indians then called Chebucto, or "chief of havens." The deep harbor, 16 miles long, a mile wide, ice-free, and excellently sheltered, even then impressed the Admiralty lords as a likely spot for an empire naval and trading center.

And so Halifax came to be the capital of Nova Scotia, and a British naval base. As the years passed and the settlement flourished, Halifax drew the trade of Europe and the West Indies. The Canadian National and Canadian Pacific Railway lines established their Atlantic terminals behind its docks. It was to Halifax, in 1840, that Sir Samuel Cunard sent the first transatlantic passenger liner of the great steamship line which was to bear his name in later years, and it was from Halifax, during the World War, that a great many of the biggest and longest convoys set out for Britain and France. On December 6, 1917, a French munitions ship in one of these convoys blew up in port, killing 1,635 people, injuring thousands more, and causing more than \$50,000,000 damage. After the World War, Halifax declined somewhat. By the late 1930's, grass and weeds were growing between the tracks in the railway terminals.

But today, once again, Halifax has become the chief assembly point for British-bound convoys in the western Atlantic. A submarine boom guards the harbor, and

hundreds of ships pass over it monthly to take up positions in the carefully marked anchorage in Bedford Basin, an area 10 miles square in the inner harbor, there to await the next convoy. With its normal population of 70,000 swelled by 30 per cent, not counting the hundreds of sailors, pilots, and agents of all descriptions who constantly come and go through the port, Halifax has become a boom town once more, one of the greatest ports of the British Empire and the world.

New Kingdom

Just north of Albania, on the eastern shores of the Adriatic, the small but ancient land of Montenegro ("Black Mountain") rolls gently back from the sea. It mounts into a jumbled series of mountain ridges, forests of holly, ash, oak, beech, and firs, and valleys where some 200,000 people of Serbian extraction tend small farms, raise sheep and goats, and fish in the mountain streams.

Although Montenegro has always been a naturally pleasant place, graced with a healthful climate, populated by a courteous, cheerful people, it has been caught like its neighbors (Bosnia, Herzegovina, and Dalmatia) in the grip of Balkan politics. In ancient days Montenegro was included in Illyria. Later it joined the greater Serbian kingdom, which fell entirely to the Turks. The hand of the Turk lay so heavily upon Montenegro that as late as 90 years ago there was only one public school in the land. After the World War Montenegro became a segment of Yugoslavia, and remained quietly within the Serb kingdom until the German invasion of 1941 tore it apart.

From Rome, last week, came news that Montenegro would shortly be set up as a separate kingdom within the Adriatic sphere of Italian influence. Since the Queen of Italy was born a Montenegrin princess, a blood tie between Rome and Cetinje (the little town which serves as the Montenegrin capital) already exists. Thus Montenegro becomes the second separate state to have been established out of the wreckage of Yugoslavia, the first having been Croatia, along the German-Austrian-Italian border.

Italians in Greece

Since Greece fell to the German armies, last spring, it has all but disappeared from the news. A joint German-Italian censorship has blanketed the defeated land.

When the Germans first came to Greece they were careful to spare it the humiliation of being ruled by the Italian army, which had been so roundly defeated by the outnumbered Greeks in the mountain snows of Albania, last winter. The Ger-



RCA TEST TRANSMISSION RADIOPHOTO FROM W.W.

SOVIET ACE PILOT

In their official war communiques the Communists single out individuals in the armed forces and cite their heroic acts. This is Captain A. Vozniyev, who is being acclaimed a hero. It is said that gunners in the plane piloted by him shot down four Nazi planes in one air encounter over the front.

mans ate a great deal, and what food they could not eat they sent home. Then, by agreement with Mussolini, they left, and the irate Greeks found they were to be ruled by the legions of Mussolini.

The Italians have not had an altogether happy time in Greece. According to American consular officials quoted by Allen Raymond in the New York *Herald-Tribune*, Greece has been "as stripped of food as though a horde of locusts had worked its way across it inch by inch." It is up to Italy to feed the Greeks as well as to rule them, but since Italy itself is short on foodstuffs, no solution to the problem is in sight. In the meantime, Greece is slowly starving.

Reich Air Marshal

A fantastic story was circulated by the Moscow radio last week. On the basis of sources in Sweden, it claimed that

Marshal Hermann Goering, whom Hitler named as his successor in 1939, had quarreled with his *fuehrer* and was under arrest. This report may have been completely unfounded. It would probably have been given little credence were it not for the fact of Rudolf Hess' mysterious flight to England, and the resulting talk of a major split within the Nazi hierarchy.

Goering is probably the most conservative of the high Nazi leaders. Born in 1893, son of a German colonial governor, he became famous as successor to Baron Richthofen as commander of Germany's most famous World War flying corps. Like Hitler he fumed at Germany's defeat, hated the German socialists, and turned to the Nazi movement. But unlike Hitler, Hess, Goebbels, Ley, and Streicher, Goering was no Nazi mystic. Bluff, hearty, a huge eater, and a sumptuous liver, Goering enjoyed a certain popularity not accorded to any other save Hitler. Bluntly outspoken on many an occasion, he has displayed dislike for Goebbels, von Ribbentrop, and particularly for Himmler, whose Gestapo prompted Goering to form his own bodyguard. As creator and commander of the Luftwaffe, Goering became a person of great personal power in Germany. When Hitler named him his Number Two Man, in September 1939, and again last year, when he was made Reichsmarshal, there seemed no doubt that he was still second only to Hitler.

That Goering should quarrel with Hitler over the advisability of attacking Russia seems strange to anyone who has followed his career. As a conservative and wealthy individual, Goering's pet hate has long been the communists, whom he has fought off and on ever since the World War. The flight of Hess to England and the subsequent disappearance of his aides, and of Robert Ley, Labor Front leader, who usually agreed with him, have indicated all along that it is Goering's enemies, and not Goering, who have been on the decline.



BUT CAN HE HOLD ON TO THE LOOT?
BRESSLER EDITORIAL CARTOONS, N.Y.

ain. BBC, which closes its nightly broadcasts with a playing of the national anthems of Britain and her allies, has hesitated to include the Soviet *Internationale*.

In Moscow, last week, this state of affairs came to an end. A treaty was signed between Britain and Russia which probably rates as one of the shortest on record:

1. The two governments mutually undertake to render each other assistance and support of all kinds and in all times in the present war against Hitlerite Germany.
2. They further undertake that during this war they will neither negotiate nor conclude an armistice or treaty of peace except by mutual agreement.

When asked in parliament whether this was actually a full-fledged alliance, Prime Minister Churchill replied tartly. "It is, of course, an alliance," he said, "and the Russian people are now our allies."

July 14

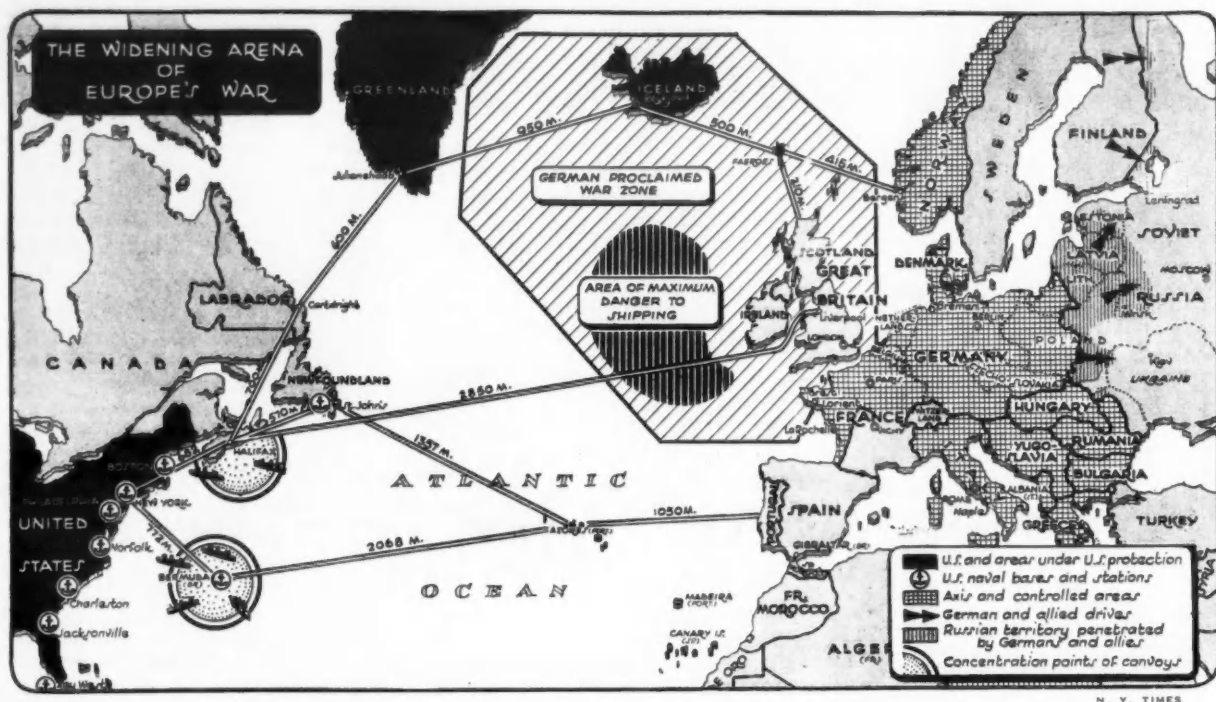
On July 14, 1789, thousands of Parisians stormed into the Bastille prison of the French capital, releasing hundreds of po-



HALIFAX, NOVA SCOTIA, IN TIME OF PEACE

Today the harbor of Halifax teems with shipping activity. It is one of the leading assembly points for convoys across the Atlantic.

CANADIAN PACIFIC



Highway System Plays Vital Role

(Concluded from page 1)

chief of the Motor Transport Division of the Quartermaster Corps, recently said that the Army contemplates a total of 286,000 motor vehicles, or one for each five men in the Army. Even cavalry units will be moved by truck.

In Airplane Production

Trucks help in airplane production by transporting an abundance of the necessary supplies. They bring in lumber from the forests of New England and the Pacific Northwest, and metals from the mines of the Rocky Mountain states. From the South they bring aluminum, graphite, petroleum, and brake fluid. Motor parts, instruments, glass, rubber, and a long list of accessories are hauled to the assembly plants from the Middle West. In fact, as a recent issue of *Transport Topics* points out, "Every state lends a helping hand every time America builds a bomber. And the vital link which makes it possible to join together in finished products the widely scattered resources of this vast continent is our transportation system, without which our resources would be as useless as if we did not have them."

In supplying the Army in the field, the motor truck is perhaps more important than any other form of transportation. During the first great war, 18,000 trucks served the armed forces of the United States and the Allied nations. The truck was an important factor in winning such decisive engagements as Verdun. In fact, when German strategists failed to take the motor truck into consideration as an instrument of war, they "missed the bus" at Verdun 25 years ago.

The single French railroad was an artillery target from the beginning of the battle. To maintain the necessary line of supply, motor trucks in two weeks moved 190,000 men and tons of munitions from Bar le Duc to Verdun over 37 miles of blasted roads. The French said, "They shall not pass!" and they did not pass for another quarter century.

The world now knows who learned best the lesson taught at Verdun. The lightning speed of Nazi panzer divisions in overrunning France and most of Europe is a story of motor supply lines. Without a perfectly timed fleet of trucks to supply gasoline, oil, and other materials, mechanized divisions of National Socialist Germany would have met with almost certain failure.

In Warfare

United States military men are well aware of the place trucks play in warfare. A year ago a sizable army of 70,000 trained troops was concentrated in eastern Texas and western Louisiana for war games. For more than a month and a half, commercial motor trucks were used to haul all the food, gasoline, and other supplies needed by the Army. Each day half a million pounds of supplies were transported from the base depot to the troops in the field. More than 70 generals who observed the maneuvers agreed that the use of commercial trucks to supply troops was very successful. Because of their greater carrying capacity, commercial trucks were found superior to the smaller Army equipment in the transportation of food and supplies.

More recently, the 153rd Infantry regiment of the Arkansas National Guard was moved with all equipment by trucks and buses to Camp Joseph T. Robinson eight miles north of Little Rock. The entire move was made from scattered points as distant as 24 to 221 miles in less than 12 hours.

Trucking companies have drawn up their own defense plans and submitted them to the government. If defense needs become greater, the first plan will be used to mobilize trucks quickly and efficiently in every section of the country. It is said that the Rhode Island Trucking Association, for example, could within two hours muster 200 trucks for any kind of service. The second plan, designed for use in wartime, would mobilize trucks of the regular lines

and those owned and operated privately as well. The organized trucking industry claims that its plans will permit "the normal services of the trucking industry to be carried on with a minimum of delay and interruptions," and care for emergencies as well.

There is one big obstacle which interferes with the trucking business of this country; namely, barriers which have been set up by states to make it hard for trucks to carry their goods through those states. These barriers have been erected, for the most part, during the years since 1930. As times grew worse after the 1929 crash, more

regulations creating the barriers are not uniform. The gross weight of trucks may run to 100,000 pounds in the District of Columbia, for instance, but cannot exceed 10,000 pounds in Kentucky.

Kentucky is a crossroad for much of the truck traffic moving from the north to the south. A truckload of goods that weighs 20,000 pounds moving south from Chicago to Atlanta, for instance, probably will go through Kentucky. When it reaches Louisville, the goods must be taken from the first truck and placed on two others to be moved across the state. In this particular instance, the transfer of goods may delay



BARRIERS IN THE WAY
The free flow of truck traffic on the highways is interrupted by numerous state barriers. Trucking interests charge that this is a factor in slowing down the pace of national defense.

and more states took steps to protect local industries from outside competition and to secure additional income at the expense of motor carriers. They have set up all kinds of rules and regulations as well as made numerous extra charges for the right of trucks to travel through their territory. The trucking companies have found it increasingly hard to meet these requirements, and they have had to raise their prices for hauling freight considerably because of them.

In an address before the Council of State Governments at Chicago in 1939, President Roosevelt said, "The last few years have

shipment as much as two days and in some cases has increased shipping costs as much as 46 per cent.

A number of states have established "ports of entry" through which every motor vehicle entering and leaving the state must pass. Kansas has 66 such outposts, Nebraska has 31, and New Mexico, 22. California, Idaho, Utah, and Colorado also have these state "customs houses." Every out-of-state vehicle must stop "just as if they were traveling from one small country to another."

When a trucker moves through other states than his own, he frequently has to



TRUCKS FOR THE ARMY
The Army is using thousands of trucks of various types. Many more are on order, for the truck is the nerve center of the modern military machine.

seen the rise of virtual trade barriers along states' lines—damaging restrictions that have hindered the free flow of commerce among the several states. Business, agriculture, and labor have all suffered because of state and regional discriminatory measures, adopted in the vain hope of protecting local products from the hazards of economic fluctuations."

According to a report issued by the United States Department of Commerce, 301 of these state laws are barriers to the motor transport industry. The laws and

pay additional license fees, gasoline taxes, weight taxes, wheel taxes, mileage taxes, and may enter some states with only a certain amount of gasoline in his tank unless he wishes the excess taxed. The states' regulations conflict on the length, width, and height of trucks. Few states agree on regulations regarding lights, mufflers, fenders, steering gears, windshield wipers, fire extinguishers, and other equipment. In every case some law changes when a truck comes to a state line.

These barriers upset the economic life

of the nation and might be disastrous in time of war. They have already stood in the way of defense in more than one instance. Last summer trucks hauling the horses of the 11th Cavalry from California to the state of Washington ran into difficulties because of differences in length and weight regulations between the two states. An aircraft manufacturer was required to move part of his equipment from Michigan to Tennessee. As no railroad service was available, motor trucks were used. In crossing Kentucky, which has a law preventing the use of trailers, the machinery had to be dismantled and more trucks hired to move it. Trucks loaded at Chicago with small arms and other ordnance for an Army camp in Wisconsin, were not permitted to enter the state because they did not have Wisconsin license plates.

What can be done about these barriers? Two years ago federal officials began a study of the problem. Recently an Interdepartmental Committee on Internal Trade Barriers was appointed to collect information and find out what the federal government could do to remove the restrictions. This committee also acts as a representative between the federal and state governments. The Departments of Commerce, State, Justice, Agriculture, and Labor are represented on the committee, as well as the Federal Works Agency and the National Resources Committee.

States Tackle Problem

Government officials hope that the states themselves will solve the problem of barriers by making all trucking laws uniform. Recently Texas revised its weight laws and removed one serious barrier to trucks in that state. The federal government has so far attempted to cooperate with the states in solving problems that have developed from the trucking laws. Should the states persist in maintaining these barriers to the free flow of goods from state to state, Congress might override the states by using its constitutional powers to regulate interstate commerce.

As a matter of fact, it is generally agreed that states are violating the spirit of the Constitution when they take steps to interfere with the free flow of trade among themselves. Under the Articles of Confederation, state trade barriers were very common. Some of the states did everything possible to keep goods from other states out of their borders. Thus, trade did not flow at all freely.

One of the important reasons for adopting the Constitution and forming a compact federal union was to eliminate these state barriers and to make it possible for people in one part of the country to trade freely with people in other parts. But a number of states have, from time to time, taken action to protect themselves against unfair competition from other states. They have done so on the grounds of protecting the health, living standards, and safety of residents within their borders. No one denies, however, that Congress has the power to regulate interstate commerce in any manner that it sees fit. So if the states do not help to remedy the present situation, Congress may act in establishing uniform trucking laws.

Pressure on States

Businessmen, farmers, and other groups of citizens have placed increasing pressure upon their state governments to remove the restrictions to interstate commerce, and in some cases have appealed directly to Congress. Unless the states move quickly to settle their trade differences, it seems inevitable that the federal government will use its powers to bring back free trade to the states.

In referring to the trade rivalries which helped to bring on the war in Europe, Director A. H. Martin, Jr., national director of the Marketing Laws Survey, recently said: "For us here in the United States, the bitter tragedy overseas should serve as a stern warning against any effort to handicap or destroy freedom of trade between the states of this Union and to turn our 48 commonwealths into independent and antagonistic trade areas. Legislation for division should be regarded as more dangerous than actual intended sabotage."

IN newsreels and photographs President Roosevelt is often seen holding the arm of a man with a powerful physique and a good-natured smile. This impressive character is Major General Edwin P. Watson, better known as Pa, who is military aide and personal secretary to the President.

In the Washington *Star* Sunday magazine, Carlisle Barger presents a sketch about Pa, whose nickname, by the way, he received at West Point. Because there were two Watsons in the same class, both big and powerful, the cadets decided to call them Pa and Ma.

"I got the break that time," Pa chuckles. Naturally Pa has a large say as to who sees the President and who doesn't. He is said to be a past master in the weeding-out process.

An impatient Congressman trying to break through an overcrowded engagement calendar will find Pa so persuasive that he will end up



THE PRESIDENT AND GENERAL WATSON

by commiserating with Pa about his arduous responsibilities. In his rich Southern drawl, Pa will say something like this:

"I declare, Congressman, this has got me terribly upset. Honest to goodness, I jes don't see how you can possibly get in today. The President is goin' to be terribly put out when I tell him you called, too. I jes declare, I don't know what we're goin' to do."

He will be just as painstaking with a body who hasn't the slightest genuine reason to see the President.

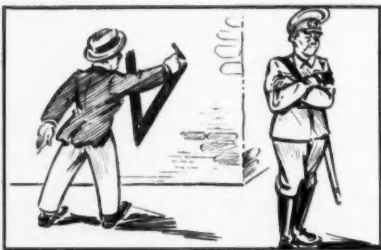
Pa has a great way of dictating letters to himself to help him remember something he should do on a particular day. He will call in one of his three secretaries and solemnly write himself letters for an hour or so. On the day he is supposed to do something about one of the letters, the secretary will gravely bring it in and lay it before him. Whereupon, Pa will review it as impersonally as if it were a request of some kind from the outside.

One evening when he and the President were out on a public appearance, the President told him he would like to see a certain man next day. Pa stepped by a telegraph office and sent himself a telegram to give Blank an appointment. The next day the telegram was duly delivered, the secretary brought it in, Pa studied it for a while and then directed:

"Put him down for 11:20."

"V" Is for Victory

Although the conquered and oppressed peoples of Europe are under close watch, they have seized upon many means to show their true feelings. One of these is the use of the letter "V" to symbolize their belief in the ultimate victory of the forces of freedom.



The British, according to a recent New York *Herald-Tribune* editorial, are spreading the use of "V" for Victory in a number of ways. By short-wave radio, the British have passed along suggestions:

The broadcast (on July 4) pointed out that the Morse code signal for "V" was three dots and a dash and told Europe's oppressed to use that rhythm when they knocked upon a door, when they wished to summon a waiter, whenever they sought to express their contempt and defiance for their temporary masters.

Reports received in London indicate that

News and Comment

the "sound war" is being taken up enthusiastically by the peoples of the occupied lands, that villagers beat out the rhythm of the "V" upon the sidewalks as German troops march through their streets, and audiences in motion-picture houses applaud to the same beat when the ordained reels of Nazi conquest are flashed upon the screen. It is not hard to appreciate the effect of this tapped-out jeer upon the invaders, to picture the nervous alertness of a Gestapo official who hears the ominous beat in every swinging shutter, creaking door, and in every drumming rainfall.

But the rhythm of the "V" has another application even more dramatic, more appealing to the imagination. In the July 4 broadcast the announcer played the opening bars of Beethoven's Fifth Symphony—that solemn phrase which has been termed the motive of fate. "You will notice," said the announcer, "that it is in the same rhythm as the Morse code 'V' sound. This rhythm is heard throughout the Fifth Symphony. This rhythm is your rhythm, your sign, the sign of resistance against tyranny, the sign of a great European army which will one day sweep the Germans away like straws in a flood." And so a great work of art, in this curious fashion, becomes the anthem of a great movement for human liberation; a noble effort finds noble expression. . . .

William L. Shirer

The publication of *Berlin Diary* a month ago and the wave of interest which it has caused has again brought William Lawrence Shirer into the spotlight. After a long career abroad as a foreign press and radio correspondent ("This is Berlin . . ."), he has returned to the United States and embarked on a lecture tour. *Current Biography* for July gives this picture of his colorful career in journalism:



WILLIAM L. SHIRER

He (Shirer) always wanted to be a newspaperman—his first job was a cub reporter's on the Cedar Rapids *Republican*—and when he got out of college he made up his mind that seeing something of the world beyond Iowa wouldn't be a bad idea for journalistic training. Accordingly young Shirer borrowed \$200 from an uncle and from his college president, sailed for Europe via Montreal on a cattle boat, and spent \$190 seeing England, Belgium, and France.

He was down to his last \$10, and in a few days due to take the cattle boat back home again. Instead, he got himself a job in the Paris office of the Chicago *Tribune*. His work was so good that in less than a year (1926) Shirer was transferred from the Paris office to the European staff. From then on until 1932 the whole continent became his "beat."

Shirer was one of the pioneers in the broadcasting of crisis events direct from their source to the United States. Developing this new technique gave rise to many an exciting adventure:

... While in Prague during the Czech maneuvers of August 1938, Shirer gave a daily five-minute talk. Getting to the studio itself was often a real hazard; there were other backstage adventures. One day just before he went on the air, "while the troops and air force were rehearsing (their) show, a Skoda fighting plane, diving 10,000 feet, failed to come fully out of its dive and crashed a few feet from my microphone. As soon as we had extracted the pilot and observer from the debris of their plane—they were still alive, though mortally injured—we began our broadcast."

Missing

Even in normal times, accidents are costly and often heartbreaking affairs. But in the present emergency, they may snuff out the lives of key workers—men and women who are needed to keep the wheels of defense industries humming.

How such an accident can affect a plant is related by an article in the July *Public Safety*. A large midwestern concern, the writer says, is engaged in the production of light field cars, and its assembly line moves with clockwork precision. In all key positions, skilled workers are seeing that nothing in their division interrupts the flow of cars. Things move smoothly—or did, until not long ago:

One day last week, just after the lunch hour, a checker on the assembly line rushed to the foreman. "No. 1 line has slowed down to a crawl," said the checker. "Only two cars have come off in the last 15 minutes, and there's a big gap in the middle of the conveyor."

The foreman hurriedly put in a call for the production superintendent. "No screw machine parts coming through!" he howled.

Now finished screw machine parts in this factory come from Tony Mauro's department, where it is essential that Tony make an expert and constant check of all machines. His work of setting up the automatic screw machines is a highly specialized task, requiring long experience.

The superintendent found that a number of the machines in Tony's section had stopped. Tony could not be found. It took an hour to get the machines going under a less capable mechanic.

At first the machines failed to turn out parts having the proper measurements. This necessitated a further shutdown.

All this delay, due to Tony's absence and the resultant lowered output, cut the plant's production 15 cars that day. It was more than a week before production again reached top efficiency.

And how about Tony? Well, just before closing time that afternoon, one of the little Mauro girls showed up at the plant with a note for Tony's boss. It was from Tony's wife.

The note revealed that Tony wouldn't be back to work that day. Nor would he be back tomorrow—nor ever. Tony had been killed by a passing truck as he crossed the street in the middle of a block on his way home to lunch.

Weather Man

If the bill for operating the United States Weather Bureau were divided up equally, it would cost each citizen only about five cents a year. A representative of the bureau, in a speech not long ago, listed some of the services which are maintained for the public. These were summarized in the July 12 *Science News Letter*:

About 40 radiosonde stations, sending up balloons carrying robot instrument kits that automatically report by radio what the weather is like "up there."

Wind-study stations—144 of them—that send up small balloons, and by means of instrumental "tracking" obtain data on height, direction, and velocity of air currents high aloft.

About 300 first-order stations in principal cities and at airports. These are the places you think of when you say "Weather Bureau." Meteorologists stationed there not only forecast tomorrow's weather; they collect data on rainfall, temperature, atmospheric pressure,



U. S. WEATHER BUREAU
RADIOMETEOROGRAPH
Balloons are used to take aloft delicate instruments which record weather conditions.

wind, cloudiness, river stages, and a lot of other things, needed by aviators, farmers, shippers, and other persons whose lives are in constant critical contact with the weather.

Automatic rainfall stations, now numbering about 2,000, where precipitation is automatically measured and recorded, with only occasional human tendence.

More than 5,000 cooperative stations, manned by volunteer observers, usually working without salary. Their records fill in the gaps between the less numerous first-order stations with government-paid staffs.

Men Against Tanks

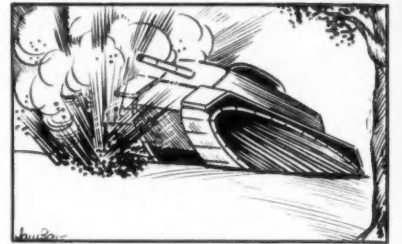
One of the most valuable weapons of the Nazi panzer divisions has been the heavy tank. Together with the Stuka dive-

bomber, it has been instrumental in the defeat of Poland, France, and the Balkan countries. It is impregnable against rifle and machine gun fire, and against almost anything except other tanks of equal size or artillery.

However, in the reports from the Eastern front now come hints that the Russians may be using methods against German tanks similar to those used in the Spanish Civil War.

A young Spanish Loyalist writing in the New York daily *PM* under the pen name of Ricardo Saavedra, tells us of this "Spanish cure" for Nazi tanks:

I saw this . . . in the early days of the Spanish war, outside Madrid. Half a dozen enemy tanks were advancing through park-like country on our hastily dug trenches. . . . When we saw this new group of tanks ap-



proaching, a young Asturian miner, whose name I never knew, prepared a crude bomb by wrapping six sticks of dynamite together, putting a detonator and short fuse in the end of one stick. Then he made his way from tree to tree as close to the column of enemy tanks as he could get.

He waited until five of the six tanks had passed, firing as they went. As the last one came along, not five yards from the tree he was standing behind, he touched the fuse to the wick of his cigaret lighter, ran out beside the tank and thrust the bomb with both hands against the tread.

It exploded in a deafening, blinding flash. I was about 50 yards away in a trench, but could still feel the shock of the explosion. When the smoke cleared, there was not the slightest trace of the Asturian miner. The tank track was wrecked. It moved a few yards, then stuck. It ceased firing; although the guns were not disabled, apparently the shock was too much for the crew.

Farther along the trench, another tank was destroyed. The other four turned back. As soon as they had gone, a man with an incendiary bottle crept out and exploded it against the disabled tank. The flame forced the crew of three out. Rifle bullets killed them before they had moved three paces.

March of Knowledge

War has not stopped—indeed it has speeded up—a mission of education which is striving to bring great and priceless works of literature from British to American libraries. Not the books themselves, but photographs of their pages are coming across the Atlantic to safe haven in the United States. Much is being done, of course, to safeguard the books themselves in Britain, but if the destruction of war should finally reach them, those which have been photographed will not be lost entirely.

The dramatic story of this race against time is told in an editorial of the July 12 *Saturday Review of Literature*:

Deep down in an abandoned Welsh coal mine a librarian is working at the strangest task any librarian ever performed. On rough shelves lining the mine are stacked books and manuscripts evacuated from the British Museum, whose value is placed at several millions of dollars. The librarian photographs them, page by page, on microfilm, and sends each finished roll to America.

Photographs of 1,000,000 pages have already crossed the Atlantic safely, without the loss of a single foot of film. The negatives are stored in a small brick building near the University of Michigan at Ann Arbor. The University library catalogues them as soon as they arrive, and sends the cards to the larger municipal and university libraries throughout the country. Prints from the negatives have already been placed in the stacks of more than a dozen libraries where there are reading machines to enlarge the films to original size. . . .

Six American cameras are busy in the British Isles, working against time and blitzkrieg and barbarism to rescue as much as possible of the written and printed evidence of what we know as culture. . . .

With philanthropic funds, the task is moving ahead, and "the tools of scholarship, the resources of culture, and the record of human achievement are being preserved in America for future generations."